

Going on a Trip?

Seeking a new position, or living up to your best efforts in the present one? Well, in any case you want the clothes that allow truest self expression.

Porter clothing gives you every advantage.

Men's Suits in light summer and medium weights now on sale at these low prices.

(Store being remodeled and arranged for new shoe department.)

All \$35.00 Suits now	\$24.50
All \$30.00 and \$32.50 Suits now	\$21.50
All \$28.00 Suits now	\$18.50
All \$25.00 Suits now	\$16.50
All \$20.00 and \$22.50 Suits now	\$13.50
All \$15.00 and \$18.00 Suits now	\$11.50

Boyden's Oxfords—All Selling at Cut Prices!

Porter Clothing Co.

1922-1924 First Avenue

EIGHT GOVERNORS OF ALABAMA 1874-1901

No. 51—Second Election of Morgan; Death of Mr. Lyon Edward A. O'Neal, Governor

The state elections having passed early in August, 1882, with the defeat of the disaffected greenback faction by more than two to one, contents for representatives in Congress, to be decided in November, and for senator to be chosen by the legislature became unusually interesting.

In the First district Herndon was opposed by Carpetbagger Circuit Judge Luther R. Smith, a man of fine native capacity. The incumbent was re-elected by 255 majority. The most famous contest was found in the Second district, where Colonel Herbert was opposed for re-election by the brilliant political non-descript Judge Samuel F. Rice. For 13 successive years Judge Rice had been a consistent member of the republican party, an experience of constancy remarkable in his career. Montgomery was the home of both candidates, and Montgomery county gave Rice a majority over Herbert of 282. Herbert's majority over Rice in the district nevertheless exceeded 200. The defeated candidate contested the seat without success before the House.

The contestant's argument was a fraudulent use of the negro vote in the interest of his opponent. This same ground of complaint had become general in all contested elections, state and federal. The ground was firm and unyielding. It remained in active use, through the second period of "reconstruction," from Houston in 1874 until Sanford in 1901.

In the Third district, Colonel Oates defeated Mullen so easily that small interest attached to their rivalry.

In the Fourth district the situation was unusual. We have seen that a few days before Congress adjourned July, 1882, the contest between General Shelley and J. Q. Smith was thrown out and the seat from this district declared vacant. Governor O'Neal ordered a special election on the regular election day in November to fill the vacancy. Shelley declared himself a candidate and defeated John W. Jones. Shelley was also the nominee of his party at that election for the Forty-seventh Congress, to meet in December, 1883. He defeated for that office Judge George H. Craig, republican.

In the Fifth district Thomas Williams was re-elected over H. R. McCoy and in the Sixth Goldsmith W. Hewitt was re-elected over J. N. Carpenter, greenbacker. General Forney again defeated Arthur Bingham, republican, in the Seventh. In the Eighth district the democratic convention were at a loss to find a candidate of sufficient strength to oppose the brilliant young republican and Confederate captain David D. Shelby of Huntsville. In dernier resort and without his consent, they nominated ex-Senator Luke Pryor of Athens, who was successful. In this district a special election for the then existing Congress was ordered by Governor O'Neal for December.

WHY DOES PUBLIC PERSIST IN THE CRAZE FOR SPEED?

Westinghouse Sees Constant Danger When Trains Go Over 60 Miles an Hour

ADEQUATE SIGNAL SYSTEM IMPOSSIBLE

Cannot Be Brought Within Engineer's Range of Vision at Sufficient Distance to Get the Locomotive Stopped

By HOLLAND

New York, August 18.—(Special).—Shortly after the elevated railway system of Boston was equipped with electricity and the elevated system of Manhattan and Brooklyn discarded the steam locomotive and adopted electric energy there was discussion in which a group of capitalists participated about the commercial practicability of constructing a true air line between Philadelphia and New York to be operated by electricity. It was asserted in these discussions that it would be practicable to build a line of this kind about 90 miles in length of the best modern construction which could be operated for through trains at the average rate of a mile and a quarter a minute, perhaps a little more. Some very interesting computations were made about the business that a road of this kind could secure. It was argued that if a passenger could be carried from one city to the other in an hour and a half's time that speed would be certain greatly to increase passenger traffic between the two cities.

In a conversation with George Westinghouse at the time this project was under discussion, he stated that there was nothing in roadbed construction and nothing in the utilization of electric energy for operating trains which stood in the way of the success of the proposed plan. Mr. Westinghouse was convinced that motors could be built and electric energy furnished capable of hauling a train considerably in excess of 60 miles an hour, and that it might be possible to run trains between New York and Philadelphia so fast as the motor, the roadbed and the electric energy were concerned in about an hour and a quarter's time.

But there was in Mr. Westinghouse's opinion one insuperable obstacle and that was the impossibility of constructing any signal system, even upon a line which was perfectly straight, which would enable an engineer to stop his train when running at the rate of 70 miles an hour within a safe distance. Mr. Westinghouse himself had caused several experiments to be made to show how distant a signal could be brought within the range of vision of an engineer at a distance within a safe limit if the train was running at a speed in excess of 60 miles an hour. Automatic signals might be devised which would bring a train to a halt within a safe distance, but at the present time, he would regard Mr. Westinghouse's scheme to have no great confidence in the reliability of an automatic system. A little later, when the New York subway was built, an automatic system was installed, which would bring an express train to a halt before reaching the danger line. But the express trains of the New York subway run at a speed which would be regarded as rather moderate upon an ordinary railroad.

Mr. Westinghouse's Latest Views

Mr. Westinghouse has always been somewhat opposed to the operation of trains at a speed averaging in excess of about 60 miles an hour. Yet he has recognized that some portion of the busy American public has demanded high rates of speed, especially between some of the larger cities. But Mr. Westinghouse believes that if the public exacts of the railroad companies speed which is in excess of the assured safety limit so far as signals are concerned they should be willing to pay their fair share of the additional cost which operating trains of this kind entails.

The recent accident at Stamford, Conn., which occurred when one section of a train running at high speed plunged into the rear car of the first section of that train which was at a standstill, has convinced Mr. Westinghouse that the charges that some part of the public is demanding of the railroad companies higher speed than considerations of safety will permit are well founded. Yesterday Mr. Westinghouse stated that some of the express trains that are operated between New York and Boston at a distance of about 225 miles, upon a schedule of five hours are compelled to run over certain portions of the line at a speed in excess of 70 miles an hour in order to make time. It is his inference that frequently speed as high as 80 or even 90 miles an hour is obtained by the engineers in order to make time.

The danger, in Mr. Westinghouse's view, lies in the fact that even if the best kind of emergency brake is put into operation on a train that is running at the rate of 80 miles an hour that train will stop at the rate of 40 miles an hour at a point about 100 feet from the place where the brakes were set in operation. In his view the risk of accidents is greatly increased when speed in excess of 60 miles an hour is obtained, and he doubts whether any kind of automatic signal will secure safety.

Recently Mr. Westinghouse said that for himself he could not understand why the demand for a high speed upon our railroad trains has been so urgent. Among his business associates he knows of many—some of them railway men—who will not take the five hour trains between Boston and New York or the 18 hour trains between Chicago and New York—preferring trains that run at an average of about 40 miles an hour.

What the Remedy Is

Mr. Westinghouse, in view of the recent accident at Stamford, Conn., is satisfied that there should be authority for the limitation of the maximum speed of trains and he believes, further, that locomotives should be fitted with speed indicators or some recording apparatus which will tell the engineer by a glance of the eye exactly how rapidly he is running and would, in fact, furnish indisputable evidence to railroad officials of what the maximum speed really was.

Mr. Westinghouse has, therefore, made the suggestion that the managers of the railroads upon which trains are now operated at very high speed should seek to operate with the interstate commerce commission so that there may be exhaustive investigation of the entire question of what is really safe speed, taking into consideration modern equipment and modern safety appliances. Mr. Westinghouse is convinced that the interstate commerce commission can in this way prepare an authoritative report which may do much to settle the prevailing demand for very high speed of trains operated between some of our larger cities. In California the question has been brought to the attention of the railroad commission of that state, and two clauses in a recent decision of the railroad commission, Mr. Westinghouse says, he regards as very significant and of the highest importance. In one clause the railroad commission says that if the installation of safety de-

WELLBORN URGED TO RUN FOR THE SENATE

Anniston Banker Suggested to Succeed Kilby

LIE PASSED IN COURT

Mystery Surrounds Death of Negro Found Beside Track Near DeArmanville—Pastor Starts Church Paper

Anniston, August 18.—(Special).—The friends of M. B. Wellborn, president of the First National bank in this city, are urging him very strongly to enter the race for state senator to succeed State Senator T. E. Kilby, who is unopposed in his race for lieutenant governor. Mr. Wellborn stated Monday that he has the matter under consideration, but that he has not yet definitely decided to run.

Mr. Wellborn is a local optimist, but if he runs he will probably make the race on a business platform. Dr. G. C. Williams of White Plains, C. D. Kline, J. H. Edmondson, Dr. A. L. Scarborough, Dr. L. L. Scarborough and others are being considered for the lower house.

An element of mystery surrounds the death of Ernest Jameson, a well known negro, whose body was found beside the track of the Southern railway near DeArmanville, Sunday, and Coroner J. L. Murphy is making an investigation of the affair with a view of discovering possible clues of foul play.

The negro came to Oxford Saturday night and lay in a good supply of provisions. He left with the goods on a wagon, and nothing more was heard from him until his lifeless body was found beside the railroad tracks. The injuries on his body, however, do not seem severe enough to have been inflicted by an engine.

There was a little stir of excitement in police court Monday morning when D. W. Mayfield, who was on trial for alleged liquor selling, stated that Officer Pruitt had sworn to a lie.

Mayfield was charged with selling liquor at his restaurant to a negro by the name of Mose Battle. The officer said he saw the liquor delivered and money exchanged. The negro denied the sale, but liquor was produced as evidence against Mayfield.

The recorder assessed a fine of \$100 against Mayfield and held the negro on a charge of perjury. The former has made bond and given notice of appeal.

Second Baseman F. B. Blackwell of the Opelika baseball team has been in this city on his honeymoon since the Georgia-Alabama league disbanded Saturday night. He was married to Miss Grace Lewis, daughter of L. P. Lewis of Gadsden.

Rev. Charles K. Weller, rector of St. Michael and All Angels church, has started the publication of a monthly periodical, called The Parish Visitor, and the first issue, just from the press, is available. Dr. Weller was formerly business manager of the Southern Ruralist at Atlanta, and he has already made contracts with local advertisers sufficient to defray the expenses of the Visitor for a year.

CARNLEY ENTERS RACE FROM THIRD

Elba Editor Candidate for Congress if Clayton is Seated

Dothan, August 18.—(Special).—J. H. Carnley of Elba, a prominent attorney, of Coffee county, and editor of the Elba Clipper, today mailed letters to all newspapers in this district announcing his candidacy for Congress from the Third district in the event of a vacancy by Mr. Clayton being seated as senator from Alabama.

The race for Congress to succeed Mr. Clayton now promises to be extremely lively as Mr. Carnley is the third candidate to announce for the office. The other two candidates are Byrd G. Farmer of Dothan, and Henry B. Steagall of Ozark. There may be other announcements in a few days.

CAMPAIGN TO RAISE MONEY FOR BOOKS

Action Decided On at Meeting of Library Board—Will Be Started in Week or Two

A campaign to raise money to buy books for the public libraries of the city will be started probably within the next week or two. At a meeting of the library board yesterday in the Central library rooms action was taken by which an address will be published and given circulation outlining the tentative situation of the library system at the present time. The address to be in the shape of a report of the committee on information of which Dr. T. D. Parke is chairman.

The money to be raised by the campaign will go for books only, while the maintenance of the libraries of the city will be left to the city officials.

Other action taken by the board was the election of Mrs. Edwards of Enaley to take the place of Miss Thompson, whose resignation had made a vacancy at that place. A plan by which the board would take over the libraries of the public schools was submitted by E. E. Smith, the member from Fountain Heights, but a motion was taken on it.

CULLMAN HAS TWO SUFFRAGE CLUBS

Cullman, August 18.—(Special).—Cullman county has the honor of having formed the first two equal suffrage associations for a single county in the state. The latest organization was consummated at Vineport on Saturday, with Mrs. M. Munson, president; Mrs. Greenleaf, secretary. There are prominent women, and they have a strong following. The club will enroll 25 charter members. Mrs. I. Pollak, president of the Cullman association, started the movement noted above.

Statistics entail an increase in rates the commission will allow that increase to be made and in another clause the commission says that the traveling public has a right to be protected and should therefore be willing to pay for that protection. Mr. Westinghouse thinks that if the public is compelled to pay relatively high rates for high speed there may be less demand, for instance, for trains running between Chicago and New York in 24 hours and St. Louis and New York in 24



95c

FOR STRAW HATS

THAT WERE \$2.00 & \$2.50 EACH



It does not pay to have an old hat cleaned when you can buy these snappy, clean Straw Hats that are worth \$2.00 and \$2.50 each, for 95c. You'll have a good Hat to start another season. Take any kind of straw—Sennet, Split or Soft Straws. In any height crown and any width brim.

PANAMAS

\$2.99

Were \$5.00 to \$8.50



BANGKOKS

\$2.99

Were \$6.00 to \$10

THE COOL, COMFORTABLE, DRESSY HATS Always in Good Taste

Not one of these Hats worth less than \$5.00, and every one cost us more than the present price. It's our way of closing out Straws.

COME HERE FOR YOUR HAT

You'll save money by doing so.

Our Store Closes at One O'Clock Thursdays Through August

"SAKS"

CLOTHES THE WHOLE FAMILY

Our Store Closes at One O'Clock Thursdays Through August

FUND FOR REVIVAL AMOUNTS TO \$3200

Arrangements Committee Appointed by Dr. Foster Yesterday

That \$3200 had been raised for the purpose of bringing Gypsy Smith to Birmingham in the fall was the substance of a report made yesterday morning by E. M. Jackson, chairman of the finance and building committee, at the special meeting

of the Pastors' union held at the First Methodist church. He also stated that a tabernacle with a seating capacity of about 200 persons would be erected on First avenue between Twenty-second and Twenty-third streets for the revival.

Nearly \$800 has been raised since the last meeting of the union about two weeks ago. Members of the finance committee state that little trouble is anticipated in raising the necessary amount.


Among the other business which occupied the attention of the ministers was a discussion on arrangements for the revival and the appointment of a general arrangement committee by Dr. John S. Foster, president of the union.

The committee appointed is composed of the following: Dr. John S. Foster, pastor of the First Presbyterian church, chairman; Dr. Preston Blake, pastor of the Southside Baptist church; the Rev. W. M. Blackwell, pastor of the West End Baptist church; Dr. L. C. Branscomb, Methodist presiding elder of the Birmingham district; the Rev. J. W. Johnson, pastor of the First Methodist church; the Rev. J. M. Broady, pastor of the Fifth Avenue Presbyterian church; the Rev. Henry M. Edmonds, pastor of the South Highlands Presbyterian church; the Rev. W. H. Butler, pastor of the Birmingham Cumberland Presbyterian church; the Rev. Henry Pierce Atkins, pastor of the First Christian church, and the Rev. T. C. Casady, pastor of the Methodist Protestant church.

This committee will have charge of all the details connected with the work of arranging for the holding of the Gypsy Smith revival here in the fall.

For Weakness and Loss of Appetite The Old Standard general strengthening tonic, GROVER'S TASTELESS CHILL TONIC, drives out Malaria and builds up the system. A true tonic and appetizer. For adults and children. 50c.

Makes Home, SWEET Home



Pabst Blue Ribbon

The Beer of Quality

Meyer-Marx Co. Telephone Bell 1327
12 South 20th St. Birmingham, Ala.

AMERICAN LAUNDRY
Member L. N. A. of A.
1720 and 1722 2d Ave.

Did Your Collar "Saw" and "Chafe" Yesterday?

—The AMERICAN starches scientifically—just enough for stiffness and moisture resistance.

—And then irons on a mould machine—actually moulds to correct shape.

—The mould gives a rolled fold, smooth edges and plenty tie space. Try the American way.

THE GOOD FAMILY LAUNDRY
WE HAVE 2 PHONES 3715 3716

Mrs. Dickson Dead
Philadelphia, August 18.—Mrs. Fannie Hazard Dickson, granddaughter of Ebenezer Hazard, who was Postmaster General in George Washington's cabinet, died last night at her home here. Mrs. Dickson, who was the wife of Samuel Dickson, a prominent Philadelphia lawyer, was 75 years old.